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A. S. WATSON & CO.

LIMITED,

THE HONGKONG DISPENSARY,
HONGKONG.

Hongkong, 31st May, 1901. [35]

DEATH.

On the 12th June, at the Government Civil Hospital, WILLIAM HENRY MILLS, son of John and Henrietta Mills, aged 4 months. [1600]

The Daily Press.

HONGKONG OFFICE: 14, DES VETTES ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 14th June, 1901

THE announcement that the Governor-General of Indo-China "has formed a company with a capital of seventy millions" "frances to construct and exploit a railway into Yunnan," telegraphed by Reuter, would, were the enterprise any other than French, excite in most minds a lively satisfaction. It is true that Yunnan is a very malarious country; that it is the most mountainous, difficult, and inaccessible of the Chinese provinces, and that it is scantily populated, the entire population being estimated at less than twelve millions in an area of 107,969 square miles. But none the less it is rich in minerals, the copper mines having for centuries mainly supplied the wants of the Celestial Empire, while the salt deposits are also of great value. Gold and silver are likewise known to exist, and jade-stone is found in some districts. The soil is adapted to the cultivation of the poppy, and a large quantity of opium is annually exported from the province. The famous Puerh tea is grown in the district known by that name, and there are other valuable products, which are capable of extensive development, were markets for them made accessible. There is no reason why France should not cherish, as a legitimate ambition, the desire and project to tap this province, and bring to its border a market for its varied products. Were this the aim of the French Government, we should heartily wish them all success; but when we have good reason to believe that the main idea in forming the company above referred to is not to open up trade and develop the resources of the country, but to spread French influence, enlarge the area of French colonies, and divert to French monopolists the trade and public works of another great country, then we find it difficult to accord our sympathy to French enterprise in this direction. Unfortunately the French politicians and writers suffer acutely from earth-hunger, and to appease this malady they are everlastingly seeking to discover fresh countries, not for absorption, but merely for annexation. Meantime the French people keep their thrifflily saved money in the stocking, or

cautiously invest it in Rentes or in real estate. Now and again, it is true, they get bitten by some wild-cat scheme like the Panama Canal project, which absorbed so many millions of hard-earned money, but as a rule French investors look askance at enterprises in distant countries, even if carried on under the aegis of the French Republic. Nor do Frenchmen seek these new countries either for purposes of trade or settlement. With the exception of a very few merchants, a few mercantile adventurers, and some others who leave their country for their country's good, the only Frenchmen who go out to French Colonies are the little army of badly paid officials, and the naval and military forces detailed for their protection. To be quite just and fair, the officials proceed to do their work pretty thoroughly; good roads, bridges, and other works are undertaken and carried out with reasonable expedition, while surveys are made with a view to ascertaining the natural products and the capabilities of the soil. Nor is this all. In most French Colonies nurseries and gardens are formed and tracts made of the cultivation of various products, to demonstrate to planters of what the soil is capable. In this matter, at any rate, our French friends are an example to the British authorities. Where they fail most egregiously is in the proper encouragement of trade. Not only do they strangle commerce in its infancy by the imposition of high protective duties; they do not even do the best they might with their own opportunities. French capital, one would imagine, encouraged by the tariff-wall erected for its benefit, would readily enter such an arena and secure the field prepared for it. Such, however, is not the fact. Under the baleful shadow of protection, trade slowly languishes, and ports like Saigon and Haiphong, which should be great centres of trade and busy marts, are in reality stagnant cities maintained almost entirely by the Chinese demand for rice, of which, notwithstanding French protection, there is still a large export. France is a manufacturing country and has great facilities, with her scientific inventors and skilful craftsmen, for turning out both good and cheap manufactures. Yet her colonies do not materially increase in spite of the protection accorded to them. The illiberal fiscal policy of the French Government naturally causes other countries to look with intense disfavour upon any efforts to create new Gallic preserves where their goods will be barred out by a prohibitory tariff. No Power therefore would like to see France established in the position of a protectorate over Yunnan. England, Germany, the United States, and Japan only desire for themselves and others a fair field and no favour; they are perfectly willing that French goods should find their way into Yunnan on equal terms with their products. This, however, is not what France seeks: she desires a monopoly of the market for her manufactures, and, like Russia, wants no rival in the field. What has happened in Indo-China would be repeated in Yunnan if French officials had their way. The projected railway to Yunnan, like the Russian line through Manchuria to Port Arthur, is intended as the first link in the chain by which it is hoped to enlarge the boundaries of Indo-China and build up an Empire rivaling India in its extent, if not wealth. Having lost India, France is ever looking to Indo-China to form the base of a new eastern empire which may compensate her for that loss. When, however, her traders cling so steadfastly to the soil of *la belle France* and her rulers continue to hug their policy of protection, French enterprise abroad is never likely to flourish; while her methods can only arouse distrust or excite opposition.

It is proposed in Bangkok to form a Royal Siam Jockey Club.

Tonkin papers report the first instance of the operation of "M. de Saigon"—in other words, the headman—in Tonkin. The occasion was the execution of two Annamites for the murder of their European master.

The Malay Peninsula Sugar Industry Association held its inaugural meeting at Penang on the 3rd inst. The Hon. J. B. M. Vermont, C.M.G., was elected President, and Mr. J. Turner Vice-President.

According to an Allahabad telegram, nothing is definitely known as to whether Bishop Weldon will or will not return to India, but he is at present busily engaged in completing the endowment for the Central Province Bishopric.

The *Perak Pioneer* thinks it inexplicable that in filling the appointment of Chief of the Railways in the Federated States, Messrs. Watkins and Hanson, the respective Resident Railway Engineers for Selangor and Perak, should have been passed over in favour of the Civil Engineer, who was State Engineer in Selangor.

The Allahabad *Pioneer*, speaking of the new Frontier Province, says the main points have practically been settled now, and the Government of India should be able this month to address the Secretary of State regarding the final proposals. When these have been considered and digested at home, formal sanction to the formation of the administration will be forthcoming.

San Francisco papers report that the attorneys for Mrs. Sarah Gayon in her suit for damages against the Pacific Mail Steamship Company for the loss of her husband in the wreck of the *Rio de Janeiro*, have subpoenaed twelve Chinese members of the crew to testify before United States Commissioner Morse. Commissioner Morse is engaged in taking testimony to ascertain the value of the *Rio de Janeiro* in the matter of the petition of the Pacific Mail Steamship Company to limit its liability in the suit mentioned.

In November, the Bibby Line will begin a regular fortnightly service between Rangoon, Colombo, Marseilles and Liverpool. The Bibby Line began its service to Rangoon in 1891 as a monthly one. Three years later the service became a three-weekly one. When the line was first started, most perangs in Rangoon and all Liverpool shipowners, except the Bibbys, thought the vessels much too large for Rangoon; yet their size has gone on increasing, and in April next the *Warwickshire*, one of the largest Eastern carriers, will be on the Liverpool-Rangoon run.

A despatch to the *New York Sun* from Colorado Springs last month related how "one of the little ostriches at the farm in Maudon swallowed a diamond valued at \$650. Joseph Becker of Colorado Springs was visiting the farm and wore the diamond in his shirt-bosom. The baby ostrich went through his pockets in search of something to eat, and the stud attracted its attention suddenly disappeared into the bird's gullet. Two physicians were called and powerful emetics were administered, but without any apparent effect upon the stomach of the ostrich."

The *San Francisco Call*, emphasising its remark with an appalling portrait of the gentleman, announces that Mr. John Barrett, former U.S. Minister to Siam, will succeed Mr. E. H. Conger as U.S. Minister to Peking. Our contemporary says:—"Mr. Barrett is now engaged in the work of enlisting the leading men and the commercial bodies of the Pacific Coast in his behalf as a candidate for the Chinese appointment. He has interviewed the members of the California 'Congressional' delegation and the trustees and directors of leading commercial bodies, and has secured endorsements tending to show that he is favoured by the Pacific Coast people. It being understood that President McKinley considers such evidence of favour an indispensable prerequisite to the appointment, the President being of opinion that the wishes of the coast should be the leading factor in determining the matter." Of course, we need not add that Mr. Barrett disclaims making any efforts at San Francisco to be Minister to Peking. The situation will strike those who do not belong to the Land of Freedom as rather amusing.

The *Times* of the 13th ult., commenting on the remarks of its Tientsin correspondent with regard to the disappearance of the Railway Co.'s title-deeds at Tientsin, says:—"Missing papers might, of course, to some extent be replaced for the purposes of litigation by oral evidence, and it is not the least suspicious circumstance in the case that the Russians are said to be now putting pressure upon those best qualified to give such evidence. The degree to which that pressure may prove to be successful very largely depends upon the firmness now shown by the British Government. If the Chinese landowners, from whom the company bought, are led to believe that Russia will have her way in the end, they will be afraid to come forward and testify to the facts. If our Government allow the Russians to break the agreement they have made with us and to exercise palpable acts of ownership over the lands in dispute, while the railway company are restrained from exercising such acts, the natives will draw their own inferences, in spite of any number of official intimations from the Foreign Office, however formal. They will come to the conclusion that the Russians are strong and that the English are weak, and they will hasten to carry favour by all means with the strong. If by our remissness we encourage them in this belief, the injury we shall suffer will not be confined either to the railway or to Tientsin, or even to China. It will extend over all the East."

A fire broke out on the top floor of 31, Peel Street, yesterday, at about 1 o'clock. The whole of the roof fell in, but the damage was estimated at being not more than \$200. The cause of the outbreak is unknown.

The Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

John Hastings \$25
B. & C. 5

President McKinley expressed himself as much touched at Los Angeles on the 9th ult. by the little sentiment "God bless our President" over a float filled with Chinese children. "It was very beautiful," he said. The Chinese of Los Angeles made a very handsome gift to the President and Mrs. McKinley.

The *Bangkok Times* says.—The satisfaction felt at the announcement that a Judge is to be appointed to the British Court in Bangkok, has already been dissipated by the further intelligence that the office of H.B.M. Consul is to be done away with. We understand that the Consul's salary will be appropriated for the Judge without any increase. It sounds like a joke on the part of the Foreign Office—a joke, perhaps, with a purpose.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

SHANGHAI, 13th June, 7.38 p.m.

PENALTY FOR ANTI-FOREIGN RIOTS.

An Imperial Decree suspends all military and civil examinations for five years in all places where anti-foreign riots have occurred.

THE WAR IN SOUTH AFRICA.

LONDON, 12th June, 8.5 p.m.

THE BOER CONCESSIONS—COMMITTEE'S RECOMMENDATIONS.

The Transvaal Concessions Committee recommend the cancellation of the Netherlands railway concession granted by the former Transvaal Republic. They also recommend that the Government should decline to recognise the dynamite concession, because this monopoly was secured by wholesale bribery.

DISTRIBUTION OF WAR MEDALS.

King Edward presented the War Medals at the Horse Guards parade to-day. The scene is described as one of unexampled brilliancy.

GENERAL NEWS.

LONDON, 12th June, 8.5 p.m.

THE ROYAL TOUR.

H.R.H. the Duke of Cornwall and York has reached Auckland, New Zealand, and met with an enthusiastic reception.

MCKINLEY WILL NOT STAND AGAIN.

President McKinley has issued a statement declaring that he will not accept re-nomination for the U.S. Presidency.

MARKETS.

In the Liverpool cotton market moderate business has transpired, prices being in the buyers' favour. Manchester yarns are steady, and prices are slightly tending upward.

REUTER'S SERVICE.

LONDON, 11th June.

THE DROUGHT IN GREAT BRITAIN.

There is a continuance of the drought in Great Britain, and there is the gravest anxiety amongst the farmers.

SOUTH AFRICA.

Lord Kitchener, replying to an enquiry from Mr. Brodrick, curtly denies the reported surpluses of Boyer's commands near Warmbaths, but leaves the matter unexplained.

LONDON, 11th June.

BRITISH TRADE WITH CHINA.

Lord Granbome, replying to a deputation from the Associated Chambers of Commerce urging the extreme importance and immense potentialities of trade with China, said that the Government felt acutely the importance of the commercial aspect, and that it was the duty of the Government to secure to traders full opportunities for trade, but traders must be prepared to take certain risks lest they be supplanted by foreigners. He deprecated any international control of China, which implied disintegration.

THE PLAGUE.

During the 24 hours ending at noon yesterday there were reported 21 fresh cases of plague (20 Chinese, one other Asiatic), with 21 deaths (all Chinese).

Dr. Thomson reported yesterday that, with the exception of Mrs. Brownhill, all the European patients in Kennedytown Hospital were getting on well. Mrs. Brownhill, though not in a serious condition, was not progressing quite so favourably as her husband.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE PLAGUE.

TO THE EDITOR OF THE "DAILY PRESS."

12th June.

SIR.—"Common Sense" in his irrelevant remarks published in the *Hongkong Telegraph* is to all appearance, labouring under a temperature of 106. There are many who are disgusted about the way in which certain things are carried out in this Colony, and it is, therefore, not necessary that the *Common Sense* "Disgraced" should always conceal the one and the same person.

I am glad that the Chinese have now men quite capable of looking after their interests. The instances quoted in my last have, I believe, been laid before the proper quarter, and "Common Sense" (or more fully "Nonsense") need not bother himself any further.—Yours, etc., DISGUSTED.

HONGKONG SANITARY BOARD.

Yesterday afternoon a meeting of the Sanitary Board was held at the Board Room. The President (Hon. W. Chatham, Acting Director of Public Works) occupied the chair, and there were also present the Vice-President (Hon. F. H. May, C.M.G., Captain Superintendent of Police), Lieut.-Col. Hughes, R.A.M.C., Mr. A. Brown (Registrar General), Mr. E. Osborne, Dr. Clark (Medical Officer of Health), Mr. Chan A. Fook, Mr. Fung Wa Chuen, and Mr. G. A. Woodcock (Secretary).

REALTY CHINESE HOUSES.

The following letter, with plans attached, was submitted to Mr. Fung Wa Chuen relative to the minute of H.E. the Governor regarding the erection of properly-lighted and ventilated Chinese houses:—

"Sir,—I have the honour to report, for the information of the members of the Board, that I have consulted the leading Chinese of the colony about the plan of new houses suggested by H.E. the Governor. After due consideration, they are of opinion that although the proposed houses will be far better lighted and ventilated than those at present in existence, they can still be improved. They therefore recommend that the scheme of semi-detached houses be adopted instead, as the erection of blocks of two houses, 15 feet by 50 feet each, within a 15 feet lane between each pair of houses and at the back, permits of light and ventilation getting to the houses from three sides, and also allows the lanes to be publicly scavenged. I beg to enclose a rough sketch which I have made of the houses in question."

The following minutes were appended:—

Mr. Fung Wa Chuen—"Every two houses means an additional area of 550 square feet."

Mr. Osborne—"Mr. Fung Wa Chuen's plan is the only really effective solution of the difficulty, but it would be very costly."

Dr. Clark—"The Government should provide the side lanes and the owner the back lane."

Hon. F. H. May—"I am afraid the cost puts the plan out of the question."

The President thought the plan was the best that could be adopted, but it had one drawback—it would be a very costly one. One item of expenditure would be the lighting necessary for the lanes, which would necessitate the erection of numerous lamps. Otherwise the scheme was an excellent one and well worthy of consideration. He was of opinion that it might be adopted.

Mr. Fung Wa Chuen said his plan compared very favourably with that of the Governor's, which proposed a house 20 feet by 50, while his (the speaker's) contemplated a house 15 feet by 50. Besides that, the plan was not so costly, looked at properly.

Dr. Clark said nothing to object to in the plan except its cost.

Mr. Brown then the case is simply the cost to the Government? The Government is not going to make so much profit out of a square foot of land as formerly?

Mr. MAY—Yes.

The President pointed out that the plan, as it stood, did not conform to the existing Ordinance, which would have to be amended to meet it.

After discussion, Mr. OSBORNE asked—What are we to do?

Dr. BELL—We must either adopt it or not adopt it.

Mr. MAY—I move we ask the Government what the specific proposal is—whether these buildings regulations should apply to land hereafter sold by the Crown, or whether they are also intended to apply to land already sold for the re-erection of houses.

Mr. OSBORNE—The Governor has sent down that plan and asked our opinion of it.

Dr. CLARK asked if the Chinese had any objections to the plan.

Mr. Fung Wa Chuen said there were two objections—the first that the inmates of one building could see into the next building, and the second that if people on any of the upper floors threw rubbish into the street, no one could say where it came from, and the blame was generally fixed on the tenants of the ground floor.

The President then put Mr. May's proposal to the meeting—that the Board ask the Government whether the plan submitted refers only to Crown land to be sold, or also to land on which houses are to be re-erected.

Dr. BELL seconded, and the motion was carried.

INFANT MORTALITY.

The report was laid on the table of the committee appointed to consider the suggestions of Dr. Clark for reducing the excessive infant mortality of the colony.

The President proposed that the report be adopted and forwarded to the Government.

Mr. MAY said that in his opinion the infant mortality was greatly exaggerated by the Medical Officer of Health, and that the importation of infants had been left out in the count. The number coming from Canton and Macao, if included, would be found to average three a day. The number of Chinese coming into the colony during the year had been estimated at 10,000, and he (Mr. May) did not think that that estimate was very far out.

Dr. CLARK did not think that the infant death-rate had been exaggerated. Chinese parents were not bound to register a birth before six weeks, and in his opinion the number of infants who died before they reached that age, and whose deaths consequently could not be registered, counterbalanced the number of deaths registered amongst infants imported into the colony.

Mr. BROWN asked if it was the case, as the Medical Officer of Health said in his report, that of every thousand children born in the colony seventy-two died.

Dr. CLARK—No, seventy-two live.

Mr. BROWN, continuing, said they ought not to take measures simply on account of an exceptional death-rate in one year. In either 1895 or 1896, for instance, 400 out of a thousand infants lived—a great contrast to the present death-rate.

Dr. BELL, speaking with reference to a proposal to offer a fee for every birth registered, said the first step was to get the births registered. They were registered in every blessed British colony except Hongkong. The colony had been running for 55 years, and yet it had never been able to get it done. If the Chinese could not be made to obey the law, it would be impossible to compile correct figures. He was surprised to know that a law to compel registration existed here, but in his sixteen years of living in the colony he had never heard of a man being prosecuted for non-compliance with that law.

Mr. BROWN—It has only been in force for four years.

Dr. BELL—It ought to have twenty-four years. In those four years I have never heard of anyone being prosecuted.

The President's motion to adopt the report and forward it to the Government, which was seconded by Dr. CLARK, was put to the meeting and carried. Neither Mr. May nor Mr. Brown voted.

LIGHTING OF THE CENTRAL MARKET.

At a meeting of the Sanitary Board on 4th April, it was resolved to recommend the Government to call upon the Acting Director of Public Works for a report as to what improvements could be effected in the natural and artificial lighting of the Central Market.

This recommendation was submitted to the Government in a letter dated 5th April, and in reply, under date 17th May, the Hon. T. S. Sorombe Smith, Acting Colonial Secretary, stated that the Director of Public Works, on 16th May, reported that a section of the Central Market had been experimentally fitted up by the Electric Light Company with a lamp over each shop in such section. The Government—"it was further stated, would be glad to have a report from the Board on the working of the experiment after it had received a fair trial. The letter concluded by stating that the Director of Public Works had also submitted a proposal to heighten 92 windows in the ground floor at an estimated cost of \$3,100—a sum which His Excellency the Governor intended to recommend the Legislative Council to vote for the purpose."

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Dr. CLARK—I think this is a matter that should be referred to a committee. The President and myself were in the market one night after seven o'clock, and we made a few experiments. We suggested that a committee of two should be appointed to decide the best way of lighting the Central Market, and report to the Board to that effect.

Mr. BROWN seconded.

The proposal was adopted, the President and Dr. Clark being appointed as the committee.

THE 1902 ESTIMATES.

On 3rd June, Mr. G. A. Woodcock (Acting Secretary to the Board) wrote to the Hon. T. S. Sorombe Smith (Acting Colonial Secretary) drawing attention to the following recommendations of the Board in connection with the 1902 Estimates:—(1) That the sum of \$15 a month be paid to the Police Inspector in charge of Kowloon City; (2) that an increase be made in the pay of the engineer at the disinfecting station of from \$18 to \$35 a month; (3) that a stoker be engaged at \$12 a month for the disinfecting station, in lieu of the watchman who now gets \$9.

Intimation has now been received that the recommendations have been approved by Government.

THE LAYING OUT OF NEW DISTRICTS.

At a meeting of the Board on the 30th ult., it was unanimously decided to ask H.E. the Governor to direct that before any district was laid out for building purposes the plan showing the proposed laying out should be submitted to the Board.

The resolution was forwarded to the Government, and a reply has been received in which the Governor suggests that the following resolution should be adopted by the Board:—

"That H.E. the Governor be pleased to direct that, when any district has been laid out on a plan with a view to the sale of the land for building purposes, the plan be submitted to the Board for its consideration." The resolution extends only to areas in which there is prospect of considerable development in the near future.

The President, after reading the resolution in its new form, said—I see no objection to the adoption of this proposal, and suggest that it be passed.

Dr. BELL seconded, and the resolution was carried.

CLOSING OF CHINESE THEATRES.

Papers were laid on the table relative to the recommendation made at a recent meeting of the Board to close Chinese theatres during the prevalence of the present epidemic of bubonic plague. The reply from Government showed that the theatres had been closed from the 10th inst.

QUICKLIME AND PLAGUE BURIALS.

The following letter, dated 3rd May, 1901, from the Colonial Secretary's Office was read:—

"Sir,—I am directed by H.E. the Governor to enquire whether, in the opinion of the Sanitary Board, the use of quicklime in the burial of plague cases, which have ended fatally, could be discontinued with safety; having regard to the question of ground adulteration."

Dr. Clark, to whom the letter was passed, mentioned to the effect that he attached no importance to the use of lime, and was quite prepared to discontinue its use. The danger to the community from a dead body buried six feet below the surface was practically nil. The discontinuation of the use of lime would, however, necessitate more durable coffins.

The following minutes were appended:—

Mr. Fung Wa Chuen—"If the M.O.H. and the P.C.M.C. are of opinion that the use of quicklime in the burying of dead bodies is of no use, the practice should be discontinued. I agree with M.O.H. that more durable coffins should be used."

Dr. BELL—"Seems no use."

Hon. F. H. May—"If bodies clear of plague are never to be buried, the sooner the plague cemetery at Mount Davis is closed the better. Some of the best sites in the colony have been sacrificed already to this cemetery, and it is in my opinion a simple waste to go on burying in Mount Davis, and is besides a bad advertisement for the colony."

Mr. MAY—I should like to know if any quicklime is of no use, or only Hongkong quicklime.

Dr. BELL—Any quicklime.

Mr. MAY—Well, I don't know. In England, I believe, when a man is hung, the body disappears in three weeks when buried in quicklime.

Dr. BELL—If you ever heard of a case where a body so buried disappeared in three weeks, I should like to know about it.

Dr. CLARK—I think we might forward to the Government a suggestion that the use of quicklime be discontinued.

The President seconded, and the proposal was agreed to.

THE REFUSE-DESTRUCTORS.

The following reply from the Government relative to an application by the Board for the erection of a refuse-destructor was read:—

"Colonial Secretary's Office,
"14th June 1901."

"Sir,—In reply to your letter of the 3rd inst., I am directed to inform you that an incinerator for the cremation of cattle having been ordered. His Excellency is of opinion that it should be tried for the purpose of consuming rubbish in addition to its proper use."

Dr. CLARK—I move that a reply be sent to the Government to the effect that the cattle incinerator will give no indication as to the advantages or disadvantages of a refuse destructor in this city.

The motion, which was seconded by the President, was carried.

THE TREATING OF PLAGUE CASES AT HOME.

Mr. E. OSBORNE presented a notice, moved:—"I. That persons suffering from plague (or under observation) be allowed to remain in their own homes provided all other persons occupying the same room are removed, except three adults to attend the patient, and provided a written certificate be produced from a medical practitioner that he has charge of the case. Such medical practitioners to be nominated by Government, their names and addresses published, and to report at once to the Medical Officer of Health if they find the patient is not kept isolated, in which case the patient be immediately removed to the Plague Hospital."

"2. That the bodies of Chinese who have died of plague may be confined in the usual Chinese

manner by relatives or friends and removed from the colony without any restrictions.

In making the motion, Mr. Osborne said:—About a fortnight ago we considered a suggestion from His Excellency the Governor that plague patients should be treated in their own homes, but the audacity of the idea, if I may thus describe it, so paralysed the Board that all with one accord voted against it. A fortnight's reflection has, however, taught me that the suggestion, startling as it first appeared, touched one of the vital spots wherein I think lies the secret of success, if ever we are to be successful in grappling with this most insidious and deadly of diseases, for I believe, and have always believed, that we shall never make headway without the voluntary co-operation of the Chinese, and I think that our future endeavours should tread in the direction of securing, if necessary, by reasonable concessions, the assistance of the people themselves, first in the discovery of the disease and subsequently in the treatment of those who become its victims. The history of plague epidemics in this colony since 1894 reveals the discouraging and sorrowful fact that though we have done what seemed right and proper at the moment, our efforts to cope with the disease have never been successful, and the cause of failure lies, I think, in the fact that we have forced upon the Chinese measures which were unpalatable and which have caused them to surreptitiously thwart us at every turn. I am not saying that these measures should not have been tried, I merely say they have been tried and failed, and should therefore be discontinued, that we should in future act upon lines which will induce the co-operation of the natives and which, I think, can be brought about by conceding to some extent to their prejudices and by conforming as far as possible with their ideas. The two motions which I am about to propose have been in view, the first as a concession to the living and the second both to the living and the dead. Those who are familiar with our method of searching out and dealing with persons suffering from plague, cannot fail to have any but the most intense pity for the sufferer who, dragged by force from friends and home, conveyed in a comfortable ambulance through miles of streets, sometimes under a burning sun, deposited in the dreaded hospital and tended by strangers, has, amidst the most depressing surroundings within touch of the dying within sight of the dead, and within earshot of the hammering-down of coffins, waiting in solitary despair till death completes the work which insanitation and disease began. This is no exaggerated or fanciful picture of my own, but a faithful representation of reality and one that exists, and correctly so, in the minds of the Chinese. No wonder then that every Chinese man, woman and child who can possibly afford to leave the colony does so at the moment they fall sick, and frequently beforehand. No wonder that friends snuggle away their sick and dead, or failing the latter and fearing the consequences of being identified with the corpse, dump it into the street. With a view to prevent this wholesale scattering from the colony, to stop the dumping of bodies, to discover the sources of infection, and to get at the true death-rate of the colony, we should, I think, allow the sick to be treated in their own homes under certain conditions, and permit the bodies of the dead to be confined in the usual Chinese manner and removed to their ancestral home for burial. At first, comparatively few would probably avail themselves of the privilege, but when the concession came to be known, when it came to be understood that a man could die of plague attended by his friends and in his own home, and buried according to his most cherished ideas, I think that many who could afford the services of a doctor would do so, and those who, through poverty, could not, would be less reluctant to go to the native hospital if they were assured of being treated by their friends, and, in the event of death, being removed from the colony without fear. These are my proposals, based on His Excellency the Governor's suggestion, and though these are details which would require to be carefully considered, I put them forward in the firm conviction that if adopted they will not be barren of good results.

Mr. Osborne then moved the adoption of the first motion.

Mr. Fung Wa Chuen seconded, and said the present system of dealing with plague patients or plague suspects was doing more harm than good. They had been going on the same lines for the last seven years, and nothing to benefit the health of the colony was being done. In his opinion, a sufferer from plague had as good a chance of recovering in his own home as in the hospital.

Dr. Bell, in opposing the motion, said it had apparently been brought forward with that vague idea they all had of trying to stop plague. Plague came every year, and they could not stop it. To prove this he had only to point to India, where they tried with all sorts of nonsense. The proposal to treat patients in their own homes had already been discussed, and he had then explained his reasons for opposing it. Mr. Osborne had said something about details, but did not explain what those details were. Where were all the people to go who left the house? Where were the people to look after the patient? Where would they get a medical man to take charge of the case? How could they be certain that the patient was kept continuously isolated? The only way of making sure would be for the doctor to sit in the room, and a medical man would not be in practice long if it were known he was sitting with plague people. It was an old story that a sick Chinaman could not bear to be taken to the hospital, but it was a new one. The only time such a thought entered a Chinaman's head was when he read the statements of people who ought to know better. Again, Chinese patients were not treated by strangers and coolies. They were treated—within the last seven weeks at least—by trained nurses, and there were Chinese servants to whom they could talk and ask for anything they wanted. There was only one way to treat plague, and that was by not allowing coolies to be treated in their own homes. It would be a most disgraceful proceeding to do so. As regards the story about the mauling down of coffins, that was all imagination. Mr. Osborne was fond of indulging in imagination. The mauling down was done a long way from the patients. Europeans might hear, but not the Chinese. As to the "long procession of coffins," it did not pass in front of the Chinese matsheds, but in front of European houses. Incidentally, that was to be remedied. The whole story, to Dr. Bell's mind, was pure imagination. There was no place where sick Chinese had a better chance than in a British hospital, and, further, the amount of harm done to them by carrying them, when delirious, through the streets, was practically non-existent, or at least nothing compared to the benefits derived from treatment in the hospital. Where a man had plenty of money, he might be treated in his own house, because he could afford to have all the necessary precautions taken to secure isolation and skilled treatment, and prevent the spread of the disease. But a coolie—that was a different question. Concluding, Dr. Bell said he opposed the motion, and that both and nail.

Mr. May was also opposed to the proposal, and spoke in a similar strain to Dr. Bell. For

the benefit of the gentleman who moved it, he would point out that Chinese plague patients were not treated in a British hospital but in one of their own, run by their own nationals. The stories about the "procession of coffins," the "hauling down of coffin lids," and all that, were quite untrue. Mr. May said he had been down to the Tang Wah Plague Hospital, and saw nothing of the kind. In '94 and again in '98—especially in the latter year—they had gone as far as they could possibly go to meet the objections of the Chinese. They had even said to them—"If you are sick you can go anywhere you like out of the colony, so long as you start from a particular wharf and leave your name and address." Only three Chinese availed themselves of this permission to leave the colony when they knew they were sick of plague. The reason was that the expense was too great, the Chinese catching plague being generally poor coolies. As soon as a man of that class got sick he went home, no matter what his illness may be. Under the speaker's charge were several hundred Chinese coolies, not one of whom paid the slightest attention to the regulation requiring any man in the force, when sick, to go to the Government Civil Hospital. He had long ago given up trying to enforce that regulation. Were he to discuss every man who disobeyed the rule, at the end of six months there would not be a Chinese constable left. They simply went off to their rural homes, and wrote—"Honoured Sir—I feel a little sick. I feel I could not get well anywhere than in my native village, so I hope you will grant me a fortnight's leave." And I, continued Mr. May, simply answer—"Kind friend, when you feel better, please return to your duty." (Laughter.)

Continuing, the speaker said the idea these men had of going to the bottom was to go back to their native villages, where there was plenty of fresh air. If they died, they knew where they would be buried. The adoption of Mr. Osborne's idea would not help things in the least, because it was impracticable. If they could wriggle out of the Venice Convention, so much the better. If a coolie got sick and wanted to leave the colony, he would leave it.

Dr. Clark, who also opposed the motion, said that it had been amply shown that plague spread from floor to floor, so that the treating of a patient in his own house would not limit the scope. As Dr. Bell and Mr. May had said, the scheme was impracticable, and the difficulties in the way of carrying it out were many.

Mr. Chan A Fook said that what they wanted to do was to exterminate plague, but after seven years of trying they were no nearer that end. Mr. Osborne's proposal might be given a trial for a few months to see if it would have a salutary effect. Notwithstanding all that had been said to the contrary, the feeling amongst the Chinese was that in going to the hospital they were going to their death.

Lieut. Col. Hughes did not agree with Mr. Chan A Fook that they were no nearer the suppression of plague now after seven or eight years' trying. When one came to look at it, the fact that cases now-a-days averaged only twenty was good enough proof that the sanitary schemes were having practical results. As to Mr. Osborne's proposal, if people were turned out of their homes, where, as Dr. Bell had asked, were they to go? How were they to know that they did not return home at night? Lastly, where were all the doctors coming from to look after them?

Mr. Osborne, speaking with some warmth, said there were an old proverb that "none were so blind as those who would not see." Dr. Bell had drawn a very beautiful picture—so beautiful, indeed, that the wonder was that a coolie, to get to the hospital, did not willingly contract plague to get there. It was an extraordinary thing that, with plague raging all round, they could only hear of about 20 or 30 cases daily. What became of the others? People left the colony with plague, sometimes at the earliest stages, often at the latest, and the police and sanitary authorities knew nothing about it. His proposal opened up a way to stop a great deal of that illicit traffic. He did not intend that a European doctor should go round attending these coolies; he meant a Chinese doctor trained in Western medicine. It was absurd on Dr. Bell's part to suppose he meant otherwise.

Dr. Bell: It is still more absurd of you to talk of a Chinese doctor trained in Western medicine.

Mr. Osborne: A man trained in Western medicine in a local hospital.

Dr. Bell: You can't get one at \$500 a month.

Mr. Osborne: I've got one at \$100.

Dr. Bell: That's the last one.

Mr. Osborne, dealing with statistics of the plague, described them as "rotten," and said they proved nothing.

The motion was then put to the meeting by the President, but found no supporters.

In submitting the second motion, Mr. Osborne agreed with Mr. May in the desirability of wriggling out of the Venice Convention, but which nothing could be more ridiculous or absurd.

Mr. Chan A Fook again seconded.

Dr. Clark, after referring to the improbability of a body, after years of burial, still retaining the germs of infection, said he would not oppose the motion.

Dr. Bell said it was against the spirit of the Venice Convention.

Dr. Clark: I don't oppose if the Government are of opinion that the motion will not mean a contravention of the Venice Convention.

The President: Will you accept that?

Mr. Osborne: I had better take half a loaf (laughter).

The motion was then put to the meeting and carried. Lieut. Col. Hughes was the only dissenter.

INSPECTOR'S QUARTERS AT KENNEDYTOWN. A recommendation was submitted by Dr. Clark relative to the quarters of the inspector in charge of the animal depots at Kennedytown.

The recommendation was to the effect that Inspector Watson, through persistent efforts to treat the cropland pools and clear away the brushwood in the neighbourhood of the house, had not been ill from fever this spring. As there was, in Dr. Clark's opinion, very little question that the neighbourhood could be made healthy, he thought that the Board might now consistently recommend the Government to add another story to the inspector's present quarters. As it was absolutely essential that Inspector Watson should live in immediate proximity to his depots, his quarters should certainly be made to meet his needs.

The estimated cost of adding another story is \$3,000.

Hon. F. H. May intimated: "I am in favour of adding another story."

The President said there had been a great deal said in this matter, and there was a proposal on foot to add another story to the house. That would be an expensive matter, and would result in very little benefit to the house. The better plan would be to add another room to it as it now stood, and another room might be stuck on top of that.

Dr. Clark: I move that the Board recommend the Government to add two rooms to the

INSPECTOR'S QUARTERS AT KENNEDYTOWN, one over the other.

Lieut. Col. Hughes and Dr. Bell suggested the advisability of waiting, before spending money on the house, to see that malaria had left the district.

Dr. Clark: The money must be voted now.

Mr. Osborne: We need not spend it.

Mr. May: If provision be made in the estimates for next year for the addition, if found desirable, of two rooms, then I would support the proposal.

Mr. Brewin: That could be included in the motion.

This was done, and the motion, as amended, carried.

PUBLIC LATRINES.

Correspondence relative to the public latrines was on the table. It included a document from a Chinaman recommending the use of sulphur and lardum in the treatment of cholera and plague, and also complaining of the offensiveness of Hongkong latrines—an offensiveness only slightly lessened by the use of disinfectants. This document was submitted to His Excellency the Governor, who suggested that it might be sent to Dr. Thomson and to the Sanitary Board, as there was something in the latrine question.

Among other minutes were the following:—

Mr. Brewin: I believe Mr. Chadwick inspected and reported on the Canton latrines: what were his recommendations?

Dr. Clark: Mr. Chadwick recommended the system at present in vogue, until the time came that all the night-soil could be admitted to the sewers. This latter is entirely dependent on the water supply, and is therefore never likely to be accomplished, unless sea-water is made available for the purpose.

NEW LATRINE.

The plan of a latrine in Hing Wan Street was submitted.

The President said the plan had been submitted for the approval of the Board. The latrine was to be public, and situated in Wanchai.

On the motion of Dr. Clark, seconded by Dr. Bell, the plan was adopted.

PROPOSED NEW PLAGUE CEMETERY.

Correspondence relative to the opening up of a new plague cemetery was submitted. This included a letter, dated 31st May, from Mr. Bell, Principal Civil Medical Officer, containing remarks on the present epidemic of plague, the treatment of patients—Europeans, Indians, and Japanese—and the means for so doing. Kennedytown Hospital, the letter stated, was hardly large enough when two epidemic plagues and smallpox, had to be combated, and should be extended on the site at present occupied by the matsheds used for Chinese. What authorities should build their infectious Hospital as quickly as possible, or, better still, the Government should build one for Chinese in the neighbourhood, so as to keep the Europeans and Chinese somewhat apart. Some other arrangements should be made for bringing plague bodies other than taking them past Kennedytown Hospital. The sight to those conversing of a procession of 20 to 30 coffins daily was a most depressing one. Cremation being out of the question, another site should be arranged for before next year's epidemic. In Dr. Bell's opinion, it was time that a proper brick building was erected for the Chinese staff at the hospital. As to nursing, the hospital staff was very deficient indeed. Two trained wardmistresses and two trained nurses were required for Kennedytown Hospital, one each for day and night duty. Skilled English nurses should always be about to see that the subordinate staff are doing their work properly. To make the nursing efficient, Dr. Bell recommended (1) to build quarters as far away as possible, compatible with efficiency, from the hospital, for two wardmistresses and two sisters; (2) to get out another wardmaster (one having already been requisitioned for the hospital and to be available for other duty, including private nursing); (3) to obtain from home two sisters under similar conditions. The sisters would live at the Government Civil Hospital, but would proceed to their quarters at Kennedytown as soon as a case of infectious disease in a female was admitted. The letter concluded:—"I am induced to lay these views before His Excellency, as I am of opinion that plague is now epidemic here, and that every year we will have an epidemic—varying in severity, no doubt, but still an epidemic—until we know more about the etiology of the disease, and until we are prepared to take more stringent measures to prevent its recurrence, and it is very difficult in my opinion to suggest remedies for this latter. We should, therefore, be more fully equipped for the treatment of these European or others who may come under our care."

Attached was a copy of the report of the Chinese Cemetery Committee, dated 13th June, 1900, having reference to the use of a site at Sandy Bay or on Lamau Island for a plague cemetery.

Dr. Clark: I think the Board might recommend the Government to plant the cemetery with trees, to keep the cemetery from view. Secondly, I move that the Government be requested to ask the Director of Public Works to construct a new approach path for the conveyance of coffins and dead bodies to the graveyard without going in view of the hospital.

Dr. Bell seconded.

Mr. May said he was dead against this plague cemetery, and was of opinion that business was the sole cause of Sandy Bay, where the bodies were formerly buried, being given up in favour of the present one at Kennedytown, which was nearer to the hospital. He moved as an amendment that the present plague cemetery at Mount Davis be given up, and the bodies buried in Sandy Bay till a better place was found.

Dr. Bell: Sandy Bay is the only place available for the landing of merchandise.

Mr. Osborne seconded the amendment.

The two motions put forward by Dr. Clark were put to the meeting and carried.

The amendment was next put and carried, six voting for and three against.

PROPOSED MORTUARIES AND PLAGUE CEMETERIES AT KOWLOON.

A letter, dated 1st December, 1900, and addressed to the Colonial Secretary, was submitted from the Hon. F. H. May. It recommended the construction of a mortuary at Yau Ma Tei or in the vicinity, and another at Kowloon City or vicinity. The establishment of a plague cemetery at Kowloon was also suggested. The principal reason for the recommendation was the fact that at present every dead body has to be towed across the harbour and conveyed to the mortuary or cemetery at West Point.

Papers in connection with the subject were attached.

The following minutes were appended:—

Mr. Fung Wa Chuen: "I strongly support the recommendation of the Hon. C.S.P. A mortuary and plague cemetery for Kowloon are indispensable. Although it means more expense to the Government, it will save trouble and inconvenience and annoyance to the public, as occasioned by the present method of dealing with the dead. A properly kept cemetery at Kowloon will be no danger to the inhabitants."

Dr. Bell: "I agree with the M.O.H." Mr. Osborne: "I am opposed to it. Better confine the plague germs to one locality." Dr. Clark: "I am most emphatically of the opinion that a plague cemetery should not be opened at Kowloon. This is the first I have heard or seen of this paper, although apparently I was one of the committee appointed to report on the question in December last."

The President intimated that a temporary plague hospital had been constructed at Mong Kok Tai. With regard to the cemetery, a resolution on the subject had just been passed. He did not know whether it was proposed to open more than one, but he hoped not.

Referring to the President's remark relative to the construction of a temporary plague hospital at Mong Kok Tai, Dr. Bell said that if the matsheds at the cemetery were wrong. The matsheds were intended only for the reception of dead bodies prior to their removal to Kennedytown.

Mr. May put forward his motion for the erection of a mortuary at Kowloon or vicinity.

Dr. Clark, in seconding, said the mortuary would have to be regularly visited by a medical man; he might, in fact, reside there. The motion was carried unanimously.

Mr. May: I beg also to move that plague cemeteries be established in Kowloon.

Dr. Clark: I won't second that.

Mr. Fung Wa Chuen: I second it.

Lieut. Col. Hughes: I beg to oppose the opening of any other plague cemeteries in the colony.

On a vote being taken, the motion was lost.

APPLICATION REGARDING TREATMENT OF PLAGUE PATIENTS.

An application was read from the Hongkong and Kowloon Wharf and Godown Company, Ltd., asking that the Company's Chinese doctor (Dr. Kwan Kin Leong) be allowed to treat any employees suffering from plague on their own premises in Kowloon in matsheds isolated from other dwellings and surrounded by a wall and locked entrance. What the Company proposed was to place all sick people in separate matsheds under observation, and if their sickness developed into plague, to transfer them to another matshed and leave them there till they either recover or die. The observation and plague matsheds it was proposed to place on Kowloon Marine Lot No. 9, some 250 feet from the nearest dwellings.

Mr. Fung Wa Chuen intimated: "This should be allowed."

Dr. Clark intimated: "I see no objection to the proposal. I believe that Dr. Kwan is a diploma of the Hongkong College of Medicine for Chinese."

Mr. Osborne explained the scheme, which was to provide for the private treatment of his workmen. The idea was practically that of a private hospital.

Dr. Clark: I have no objection, providing a case of plague is notified.

Mr. Osborne: Of course.

Lieut. Col. Hughes: I think, if we allow this, we shall be swamped with other similar applications.

Mr. Osborne: There aren't so many employees in the colony.

The application was put to the general approval, and, on the motion of Mr. May, seconded by Dr. Clark, was granted. Dr. Thomson will visit the hospital daily.

ANALYSIS OF PUBLIC WATER SUPPLIES.

Reports of the analysis of the public water supplies of the colony for the month of May were submitted. The reports were by Mr. F. Browne, Government Analyst, who examined samples of the Kowloon, Tytam, and Pokfulam services, and found the water in each case to be of excellent quality.

A sample of water from a well situated at No. 14, Des Voeux Road, has been analysed by the Government Analyst and found to be so tainted with impurities as to be unfit for potable purposes, and likely to prove injurious to health. The well will be closed.

PLAGUE AT SWATOW.

A letter was submitted from H.B.M. Consul at Swatow relative to the outbreak of sporadic cases of bubonic plague there and the action of the Shanghai authorities in enforcing quarantine regulations on vessels arriving from Swatow.

Dr. Clark intimated: "No low suit."

A motion by the President to recommend the Governor in Council to declare Swatow a port infected with plague, and to enforce medical inspection of ships arriving therefrom, was lost, the general opinion being that quarantine would be of no practical use and would prove but a source of annoyance to shippers.

ANALYSIS OF MILK SAMPLES.

Correspondence was submitted relative to the analysis of three samples of fresh milk purchased at 36, Stanley Street (ground floor), 70, Stanley Street (ground floor), and 70, Stanley Street (ground floor). The report of Mr. F. Browne, Government Analyst, showed the samples to be those of genuine milk.

FORTNIGHTLY LIMEWASHING RETURNS.

The returns for the fortnight ended 10th June showed that out of a total number of 3,436 houses in the Central District, 2,389 had been lime-washed. Seven occupiers in the same district were prosecuted, and fines amounting to \$70 imposed.

DEATHS IN MACAO.

The mortality returns from Macao for the week ended 26th May showed a total of 59 deaths.

MORTALITY STATISTICS FOR THE COLONY.

The mortality statistics for the colony for the week ended 26th May showed a total of 49 deaths against 363 in the previous week and 352 in the corresponding week last year.

The returns for the week ended 1st June were 56.3 against 36.4 for the corresponding week of last year.

LATEST STEAMER MOVEMENTS.

The M. M. steamer *Salanie*, with the next French Mail, left Saigon on Wednesday, at 11 a.m., for this port, and is due here on the 16th inst.

The C. P. R. steamer *Empress of India* arrived at Kobs at 3.30 p.m. on Tuesday, the 11th inst., and left again at midnight same day via Nagasaki for Shanghai, where she is due to arrive at 3 p.m. to-day.

The N. Y. K. steamer *Riojin Maru* (American Line) left Shimomatsuki for this port on the 11th inst., and is expected to arrive here on the 16th inst.

The Indo-China steamer *Kunwang*, from Calcutta and the Straits, left Singapore for this port on 12th inst., at 5 p.m.

EXPORT CARGO.

Per P. & O. steamer *Coromandel*, sailed on the 8th June. For London: 150 bales waste silk, 100 bales Manchester, 40 bales raw silk, 11 boxes silk, 3,662 boxes tea from Foochow, 219 boxes tea from Foochow, 3 cases cigars from Manila, 1 case bird feathers, 1 box clothing, 2 cases cabinet. For Lyons: 482 bales raw silk. For Marseilles: 415 bales raw silk, 4 cases feathers.

HONGKONG COTTON SPINNING, WEAVING AND DYEING COMPANY, LTD.

The following is the report for presentation to shareholders at the fourth ordinary meeting to be held at the office of the General Managers, on Thursday, 27th June, at 4 p.m.:

The General Managers beg to submit a statement of accounts covering the period from 16th August, 1899, to 31st May, 1901. The loss on working in 1899-1900, and the balance at debit of profit and loss account, inclusive of \$136,945.65 for interest, is on the latter date \$250,134.68.

The General Managers regret this unfortunate result, which is mainly attributable to the heavy charge for interest, abnormally high price of cotton during the greater period since the mill started, and to the initial difficulties experienced in establishing the industry.

Having regard to the present financial position of the Company, the Consulting Committee and General Managers closed the mill on 3rd April last, and have come to the conclusion that it is impossible to resume work under past conditions with prospect of success. The only alternative to liquidation is a scheme of reconstruction, a statement in connection with which is put before shareholders by private circular, and the necessary resolutions will be proposed at an extraordinary meeting of shareholders of which notice has already been given.

CONSULTING COMMITTEE.

The Honourable R. G. Gray, retired on leaving the Colony, and the committee now consists of the Honourable J. J. Bell-Irving, the Honourable C. P. Chater, C.M.G., and A. Haupt, Esq.

AUDITOR.

The accounts have been audited by Mr. W. Hutton Potts, who offers himself for re-election. JARDINE, MATHESON & CO., General Managers. Hongkong, 12th June, 1901.

The following is the statement of accounts:—

LIABILITIES.	\$	c.
Hongkong and Shanghai Banking Corporation	23.97	
Capital account	900,000.00	
Reserve account	10,725.84	
Bank, Standard & Co.	1,224.97	
Jardine, Matheson & Co.	46,714.57	
Accounts payable	\$2,220,831.35	
ASSETS.	\$	c.
Land	44,212.56	
Buildings	57,941.15	
Machinery	1,965,277.12	
Preliminary expenses	1,854.50	
Cash in hand	249.81	
Fire insurance, unexpired premium	2,041.44	
Miscellaneous	34,338.71	
Stock of coal	700.06	
Furniture	2,657.00	
Stock of yarn	304,610.12	
Stock of waste	5,755.80	
Taxes	1,429.00	
Water supply	312.00	
Accounts receivable	410.06	
Profit and loss account	250,134.68	
	\$2,220,831.35	

PROFIT AND LOSS ACCOUNT.

	\$	c.
To balance from last account	144,338.47	
To balance of working account	4,916.23	
To interest	62,319.97	
To auditor's fee	250.00	
	\$250,174.66	
By transfer fees	30.00	
By balance	250,134.68	
	\$250,173.66	

POLICE COURT.

Thursday, 13th June.

BEFORE MR. HAZELAND.

OPPIUM CASES.

Hu Hok Kai was charged with having in his possession one tael of prepared opium without a permit on the 12th inst.

The case was proved by Excise Officer 84, and defendant was fined \$20 or one month with hard labour. He paid the fine.

Cheung In was charged with having in his possession five mace of the prepared drug on the same date, but having no dollars wherewith to pay the fine of \$15 imposed by His Worship, he went to prison for a month.

Chai Shan, being a shopkeeper, thought he could have five tael of opium dress in his possession without a certificate on the 12th inst., but His Worship differed with Chai Shan and this defendant also disappears for one month.

STEALING COPPER.

Chau Yau, described as a coolie, was charged with being in unlawful possession of 43lbs. of copper, valued at \$32.20, on the 12th inst.

Police Constable 338 said he saw the defendant at 7.30 p.m. in Queen's Road East sitting under a verandah. By the side of him was a bundle. Witness opened the bundle and found the 43lbs. of copper. Defendant said he had picked it up on the beach, but thinking this a very paltry excuse, witness arrested the defendant.

Defendant said he found the copper in a dustbin, but His Worship was of a different opinion, and defendant will have no chance of stealing for six weeks to come, not being able to pay the \$50 fine inflicted.

A GENEROUS UNCLE.

P.S. Wm. Morrison charged Li Wai with having in his possession a patent gas blow-light, valued at about \$5, on the 12th inst.

The Sergeant said that at about 3 p.m. on the 12th inst. he had occasion to enter house No. 24, Bridges Street. On the ground floor witness found the gas blow-light on defendant's bed, and told the Sergeant he had bought it in the street. Afterwards he said a fohi had brought it to his house. Defendant did not know the name of the fohi, and he was then arrested.

Li Wai, when asked if he had anything to say, said he was sitting on a stone step in the street, and after a time a lad came along and said: "Uncle, will you keep this for me?" "Uncle" considered it very kind of the lad to trust him with the gas blow-light, and took it from the lad, not deeming it necessary to ask the lad where he got the article from.

His Worship said the defendant had come by the patent gas blow-light dishonestly, and "Uncle" was fined \$15 or three weeks' hard labour. He was not able to pay the fine, but went to prison for three weeks.

BEFORE MR. KEMP.

WRIGHTS AND MEASURES.

Inspector Ford charged Kwong Sik Loong, 32, Central Market, with obstructing the complainant in the discharge of his duties as examiner of Weights and Measures on the 5th inst.

Defendant had nothing to say, and was fined \$5, which he paid.

DISORDERLY CONDUCT ON A STEAM LAUNCH.

Tsang I was charged with behaving in a disorderly manner on board the ferry launch *Guiding Star* on the 11th inst.

C. A. de Sequeira said he was a collector on the launch. On the day in question the defendant went on board the *Guiding Star* at Pedder's Wharf. When witness went round to collect the fares defendant gave him a five-cent piece, and received three cents change. Tsang I would have said that his fare was only one cent. He then created a great disturbance. Witness said that defendant travelled third class, and there was an order that passengers who pay in silver were charged two cents instead of one cent. The order was in force when the witness joined the company two or three years ago. Witness was often paid in silver, and said he had trouble on that account. There was a notice about the fares on the wharf, but not on the launch. This notice was on the Kowloon side. There was no notice this side of the harbour. On that notice it stated that the fare was "one cent."

Witness explained to defendant that if he paid in copper he would only have to pay one cent. The other men who paid in silver offered no objection when they received their change. Several of the passengers told the defendant it was the custom, and asked him to be quiet.

Defendant said he was not making any disturbance, but was asking for the cent which was short in his change.

The case was remanded till this morning at 10 o'clock.

TRADE MARK.

WHISKIES.

IRISH.

DUNVILLE'S V. R. ... \$12.00

Do. "Special Liqueur" ... 15.00

SCOTCH.

F.O.S., Very old liqueur ... 15.00

CLUB ... 12.00

SPECIAL SELECTED ... 11.00

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HIGHLAND MIST ... 16.00

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DEWAR'S White Label ... 18.00

Do. EXTRA SPECIAL ... 14.00

Do. SPECIAL ... 12.00

P.D.C. ... 13.00

TEACHER'S "Highland Cream" ... 12.00

D.G. Dump bottles ... 9.00

FINE BLEND do. ... 8.00

AMERICAN.

FINE OLD BOURBON ... \$18.00

CANADIAN RYE ... 16.00

N.B.—We hold a large stock of Whiskies in Wood, samples of which will be forwarded on application.

H. PRICE & CO.

12, QUEEN'S ROAD.

Hongkong, 15th May, 1901. [16]

YEE 怡和洋行

COAL MERCHANTS.

LARGE STOCKS OF EVERY DESCRIPTION OF COAL.

Address—Care of Messrs. KWONG SANG & Co. No. 144, DES VOEUX ROAD. [863]

FOR SALE, at the PEAK, several Desirable Residences. Well Situated, and Let to Good Tenants.

For Particulars, apply to R. C. WILCOX, 8, BESSENFIELD ARCADE, Hongkong, 22nd May, 1901. [1309]

GOVERNMENT NOTIFICATION.

IT is hereby notified that the VALUATION LISTS for the

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BUSINESS DIRECTORY.

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Enlargements, Groups, Views, etc.; Devel-
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Navy Contractors, Ship Chandlers,
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Vessels in the Harbour.

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for Shipowners' Composition ("Grey-
hound Brand") and Blindell,
Spruce & Co.'s Composition.

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MR. N. LAZARUS.
Oculist-Optician, of London and Calcutta,
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Business Hours: ... 9 a.m. to 5 p.m.

A Great proportion of cataracts and diseases
affecting those advancing in life occur to
those having some deficiency in the construction
of the eyes—the many years of 'Eye Strain'
ending in serious forms of disease. Glasses
specially adapted in youth to those requiring
them save and preserve the sight.
Constantly recurring headaches, spells of
dimness when reading, weak eyes, the letters
running together; any of these symptoms indi-
cate a deficiency in the form of the eye requir-
ing Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTA-
CLES only after testing the sight.
ADVICE FREE.

QUAN WAH & CO.

DEALERS IN
ITALIAN MARBLE AND GRANITE
MONUMENTS.
DESIGNS & PRICES ON APPLICATION
at No. 1, Queen's Road East, Hongkong
Hongkong, 17th October, 1899. [1044]

WING CHEONG,

Dealers in
JEWELRY, PEARLS, DIAMONDS,
CURIOS, JADESTONE ORNAMENTS,
BRONZES AND CARVED IVORY WARE,
FINE SILKS AND GRASSCLOTHS.
General Exporters of
ANISEED AND CASSIA OILS,
&c. &c. Stock always on hand.
An Inspection is Respectfully Solicited.
Note.—We beg to announce that we also
buy all kinds of Curio at Moderate Prices.
1 & 3, D'AGUIAR STREET
(Behind Hongkong Dispensary).
Hongkong, 18th April, 1901. [1056]

SCIENTIFIC MISCELLANY.

A SOUND-FINDER AND PROJECTOR—MOTIVE
POWER FOR CANAL-BOATS—MOULDED GRAN-
ITE—BORING TO THE POLE—FRUIT ANTISEPTICS—
ACCURACY IN SCREW—A DE-
VELOPING BEE—VEGETABLE BUTTER—AN
ELECTRIC ANEMOMETER—FOR SLIPPERY
SHOES—A CODLIN-MOTH DESTROYER.

A new apparatus of Mr. Sherard Cowper-
Coles, a London physicist, is designed to localize
sounds rapidly and to project sounds to a great
distance. It consists essentially of an upright
concave mirror, suitably mounted, in the focus
of which is fixed one end of a short rubber tube,
a mouthpiece at this end of the tube being turned
toward the mirror while one at the other end is
free. The mounting enables the operator to
raise or lower the mirror, or to turn it toward
any point. To find the direction from which
any sound comes, it is simply necessary to listen
at the free mouthpiece while the mirror is
moved until the sound reaches its greatest in-
tensity; and for sending forth speech or other
sounds the free mouthpiece serves as a trans-
mitter. Conversation over a long distance may be
carried on between operators having duplicates
of the apparatus.

In the Barcroft system of propelling barges
on canals, which is now coming into use on
some English waterways, a sixty-inch three-
bladed propeller is placed on each side of the
rudder, and the two are driven in opposite
directions by a small engine placed on deck
just in front of the stern-post. Motion is
transmitted by vertical shafts geared to the
engine and the propellers. The screws may be
removed during loading and unloading; and
as the boiler weighs but 2,600 pounds the
addition to the load carried is small, while
the machinery does not interfere with the
cargo or with the passage of bridges and
locks. The gentle motion of the propeller-
blades in giving a speed of five or six miles
an hour does not wash the banks.

Natural granite pulverised and shaped by
pressure and heat was used at first for
ornamental blocks. It has been since found
serviceable for electric insulation, and its
resistance to acids and chlorine have now given
it a place for lining sulphate digesters for
treating wood-pulp.

In the explosions at Vesuvius last year, blocks
of lava were thrown as high as 1,800 feet, and
Prof. Matteucci estimates that one, weighing
thirty tons, required 610,000 horse-power to
eject it.

Among the startling engineering suggestions
of the day is that of a tube railway to the North
Pole—not as a commercial venture, but as a
scientific solution of a difficult problem regard-
less of cost. Starting from some point in
Greenland, the tunnel would run in a direct
line just beneath the surface of the ground, and
would have stations at certain intervals, with
larger ones on the banks of channels or straits,
where it would be necessary to build ferry-boats
and provide for their housing in winter. With
the completed line, the summer explorer should
be able to reach the Pole and return within a
week. The motive power would be electricity,
but we are not told how this would be obtained.
In case of accident, the traveller would propel
himself homeward by manual labour.

In an examination of the fluids of 8,042
stomachs, Dr. J. H. Kellogg has found 28.8 per
cent. to contain bacteria. None exist when the
food has been sterilised. Hydrochloric acid seems
to be less important in giving antiseptic power
to the stomach than has been supposed, but it
was proven that a fruit dietary will sterilise
the stomach through the action of the vegetable
acids. In some cases of bacterial derangement,
an exclusive fruit diet for two days to a week
may be necessary. Any acid fruit may be
employed, and is more active raw than cooked.
Ripe bananas, and even ripe olives, though
without marked germicidal power, may be
included in the fruit dietary with advantage.

The most perfect screws in existence were
made by the late Mr. T. C. Schneider,
mechanician at the Johns Hopkins University.
The machine for the extremely fine rulings of
Prof. Rowland's spectrum gratings required
screws a foot or more long of the greatest
possible accuracy throughout their length, and
the four screws ground have shown no
appreciable error under the severest tests to
which they could be put.

The stingless bee, of which several colonies
have been discovered in the island of Montserrat
in the West Indies, will be an object of
much interest, as it is believed that its honey-
producing capabilities will be greatly improved
in modern hives.

By exposing a metal plate to the violet rays
of the spectrum, M. Naudon has obtained X
rays from sunlight, without electricity.

The production of cocoanut-butter at the
factory in Mannheim, which dates from 1886,
has now reached about ten tons per day. This
material, which is used as a substitute for butter
and lard, is claimed to contain 99 per cent. of
vegetable fat with only a trace of water, while
ordinary butter consists of 85 per cent. of fat
and nearly 15 per cent. of water. The price in
Germany is about half that of butter. The
cocoanut-butter keeps for three or four months
in a cool place, and its wholesomeness and
digestibility are giving it a steady gain in favour
for baking and cooking, especially for hospitals
and army camps. The processes by which the
fat of the cocoanut kernel is freed from free
acids and other substances are mostly secret.

Readings of the wind's force are transmitted
electrically to a distance by a new French
instrument. The spindle carrying the revolving
cups of an ordinary anemometer also carries a
small Gramme ring, which revolves in the field

of a strong permanent magnet, and connection
is made between the coils of the ring and a
special form of voltmeter, whose graduations
are adjusted to correspond to speeds of the wind
as measured by the anemometer.

A "leather-sol fluid," proposed by E. Soxhlet
for preventing slipping, consists of 30 grammes
of thick turpentine, 200 grammes of copalony,
50 grammes of benzine and 200 grammes of
alcohol, the mixture being allowed to stand in
a bottle in a warm place until the turpentine
and copalony have dissolved. The solution is
applied several times to the shoe-soles. Not
only is the slipperiness overcome, but the
leather is preserved.

Attempts to combat the codlin-moth by
breeding a certain small fly will probably be
made in New Zealand. Discovery of the
parasite was brought about by the observation
that the proportion of sound apples increased
on plantations where spraying to destroy the
codlin-moth caterpillars had been discontinued.
Added codlin-moth eggs in great numbers
were found, and in some of them were eggs of
the parasite.

How eye-strain can cause nose-bleeding is a
mystery. Yet Dr. Benj. Edison reports a case of
frequent attacks of nose-bleeding which ceased
when a defect of vision was remedied by suitable
glasses.

THE COST OF WAR.

From the day when Achilles fasted three
days and nights over the body of Patroclus
 slain in the ten years' siege before the stout
wall of Troy, have we learned of war's sorrows.
The Duke of Wellington wept like a child
when he surveyed the bloody, hard-won field of
Waterloo. Methuon, it is said, broke down at
the ghastly sight of Magersfontein, and returned
to his tent that the men might not witness his
grief.

"Who dead is must be buried," says Homer,
and we might add, "who ill is must die."
So thought Private John Smith, living now at
13, South Uxbridge Street, Burton-on-Trent.
The *Aurania* steamed out to the Cape on
December 27th, 1899, with this soldier aboard
her (that was before she steamed back with the
gallant C.L.V.) and in telling me of his trials,
on August 29th, 1900, Private Smith says that
that part of his duty was pleasant enough.

"Shortly after Earl Roberts' famous march
into Kronseld, we were stationed between that
town and Jacobsdal to guard the line of com-
munication. Towards the end of April, I was
laid low with that fell disease enteric fever.

"There were hundreds of men down with it.
It has laid low more men than all the shot and
shell that was ever fired by our Artillery. For
several weeks I was in the hospital. My
stomach was converted into a manufactory of
torturing pains, and I grew as weak and helpless
as a newborn babe.

"I was for days unconscious, but gradually
recovered sufficiently to be invalided home.
Yet the suffering of Private Smith was not
over. "I went aboard the Hospital Ship *Nineveh*
in June," he says, "and shortly afterwards
sailed for home. During my short stay in
South Africa, I lost over 20 lbs. in weight.
Nothing that I look relieved the constant vomit-
ing, or increased my strength."

"After," he says, "I had been home a few
days, my brother, who is an engineer-driver on
the Midland Railway—not of an armoured
train—advised me to try Mother Seigel's Syrup.
I got a bottle. I found it was doing me good.
The vomiting ceased, and I was able to enjoy
all kinds of food. My appetite is now enormous."
"Altogether I have taken four bottles of
Mother Seigel's Syrup, and gladly give you
permission to use and publish my statement.
This Syrup is a fine tonic and a great medicine
for the stomach. I can especially recommend
it to soldiers returning from South Africa in
feeble health."

Wellington knew the bitter cost of war in
1815.
Methuon in 1899 and 1900.
And the hero of this narrative in 1900, too.
His was a personal cost. "Green vomit,"
Charles Reade writes, "laid her sickly hand on
him."

A broken man.—Until the kindly offices of
Seigel's Curative Syrup put him on the step-
ping-stone of "first wealth," which is health.

NOTICES OF FIRMS

A. S. WATSON & CO., LIMITED.

DURING the Absence of Mr. A. H.
MANCELL, the Company's Secretary,
from the Colony, Mr. J. A. TARRANT is
Authorized to Sign "For Secretaries."
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 13th June, 1901. [1487]

NOTICE.

THE INTEREST AND RESPONSIBILITY OF
MR. FREDERICK EDWARD
RICHARDS in our Firm at this Port,
Colombo, and London, CEASED by Mutual
Consent on the 5th inst.

DODWELL CARLILL & CO.,
Fochow.
Fochow, 7th June, 1901. [1488]

THE NEED

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BUTTERFIELD'S Kowloon Store.
Hongkong, 30th May, 1901. [1383]

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BEAUJOLAIS	1894	\$15.50 \$13.50
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A full soft wine of magnificent properties.		
SHERRY.		
FROM THE WOOD.	Per doz.	
PALE DEY	\$15.75	
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ALWAYS FRESH AND RELIABLE AT THEIR AGENTS

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[313]

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FOR

1901.

THE THIRTY-NINTH ANNUAL ISSUE.

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lands India to Siberia, in which Europeans reside.

Not only is the Directory as full and complete in each case as it can be made, but each Colony
Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which
will serve as accurate GUIDES FOR THE TOURIST, giving every detail in connection with
the places, their History, Topography, &c., &c.
The Information in these Descriptions, consisting of a hundred interesting articles, packed
with facts concisely set out, and containing statistics of the Trade of each Country and
Port, would alone suffice to fill a large volume.

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tsu, Sasebo, Miike, Hakodate, Taipeh, &c.

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SOLE PROPRIETORS of the Famous Miike, Tagawa and Yamano Coal Mines; and
SOLE AGENTS for Fukue, Hokoku, Ichimura, Kanada, Kishima, Manoura, Onoura,
Otsuji, Sonoda, Tsubakara, Yoshinotani, Yoshio, Ynnokihara, and other Coal Mines.
[1331]

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FOOD**

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

[1530]

NOTICES TO CONSIGNEES

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SAMBIA."
Captain Schmitt, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their Goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before 5 P.M.
TO-DAY.
Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company,
Limited, and stored at Consignees' risk and
expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 15th June will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 19th June, at 3 P.M.
No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE.

Hongkong Office.

Hongkong, 12th June, 1901. [1402]

THE PORTLAND AND ASIATIC STEAMSHIP COMPANY.

FROM PORTLAND (OR.) AND PORTS.

THE Company's Steamship

"INDRAVELLI,"

having arrived from the above ports, Con-
signees of Cargo are hereby requested to send
in their Bills of Lading for countersignature
and take immediate delivery of their Goods ex
ship or from alongside.

Any Cargo impeding the discharge of the
vessel will be landed and stored at Consignees'
risk and expense.

Bills of Lading will be countersigned by
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 11th June, 1901. [1484]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"C. FERD. LAEISZ."
Captain Fuchs, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned, and to
take immediate delivery of their Goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before 3 P.M.
TO-DAY.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company,
Limited, and stored at Consignees' risk and
expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 17th inst., will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 17th inst., at 3 P.M.
No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE.

Hongkong Office.

Hongkong, 10th June, 1901. [1402]

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ONE SECOND-HAND

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is being sold, as it has been replaced with a
Larger and Quicker Machine.

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MANAGER,

Hongkong Daily Press Office.

Hongkong, 1st April, 1901.

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Engines, Boilers, Pumps,
Wood Working and Iron Working Machinery.
Saw Mills and saw mill Supplies.
Sugar and Rice Mill Machinery.
Mining and Milling Machinery.
Write for Catalogues. Prices of what you require.
PARKE & LACY CO., 21 and 23, Fremont
Street, San Francisco, Cal., U.S.A. [732]

1901 1901 1901

MAIL TABLES.

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Contains—

English Mails, homeward and outward

French " " " "

German " " " "

Canadian " " " "

Parcel Post " " " "

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG & REG.	BIRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	PARRAMATTA	Brit. str.	—	R. T. Cook, R.N.R.	P. & O. S. N. Co.	On 22nd inst., at Noon.
LONDON	MACHAO	Brit. str.	—	J. S. Stevenson	BUTTERFIELD & SWIRE	On 25th inst.
LONDON	GLACIOUS	Brit. str.	—	C. G. Talbot, R.N.R.	P. & O. S. N. Co.	On 28th inst.
LONDON	PROMETHEUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On or about 29th inst.
LONDON	ALCIBIOUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 15th July.
LIVERPOOL DIRECT	GLACIOUS	Brit. str.	—	H. Süpmer	MELCHERS & CO.	On or about 15th July.
BREMEN, VIA PORTS OF CALL	SACHSEN	Brit. str.	—	T. H. Hide, R.N.R.	P. & O. S. N. Co.	On 27th inst., at Noon.
MARSEILLES & LONDON	SCOTIA	Brit. str.	—	G. Anderson	MESSAGERIES MARITIMES	On or about 15th inst.
MARSEILLES, &c., VIA PORTS OF CALL	NATANI	Brit. str.	—	—	—	On 17th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP, V. S'PORE, &c.	HYACINTH MARU	Jap. str.	—	—	—	On 28th inst., at Daylight.
HAVRE & HAMBURG	NURNBERG	Ger. str.	—	—	—	On 25th inst.
HAVRE, BREMEN & HAMBURG	SAMBIA	Ger. str.	—	—	—	On 12th July.
HAVRE & HAMBURG	WUEZZBURG	Ger. str.	—	—	—	On 28th July.
HAVRE & HAMBURG	ACILIA	Ger. str.	—	—	—	On 9th Aug.
TRIESTE, &c., VIA PORTS OF CALL	INDIA	Brit. str.	—	—	—	On 18th inst., P.M.
NEW YORK VIA PORTS & SUEZ CANAL	HILLOLEN	Brit. str.	—	—	—	To-day.
NEW YORK VIA SUEZ CANAL	GLENHARTNEY	Brit. str.	—	—	—	On or about 20th inst.
NEW YORK VIA SUEZ CANAL	INDIAN	Brit. str.	—	—	—	On 10th July.
NEW YORK	ANABA	Brit. str.	—	—	—	On or about 1st Aug.
VANCOUVER, VIA MOJI, &c.	L. SCHREFF	Brit. str.	—	—	—	Quick despatch, at Daylight.
VANCOUVER, VIA SHANGHAI, &c.	EXPRESS OF INDIA	Brit. str.	—	—	—	On 28th inst.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	DUKE OF FIFE	Brit. str.	—	—	—	On 18th inst.
PORTLAND (OR.)	INDRAVILLI	Brit. str.	—	—	—	On 14th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	PESU	Jap. str.	—	—	—	On 4th July, at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	AMERICA MARU	Jap. str.	—	—	—	On 20th inst.
SAN DIEGO VIA SHANGHAI, &c.	BEIGIAN KING	Brit. str.	—	—	—	On 17th inst., at Noon.
AUSTRALIAN PORTS	ATLANTIC	Brit. str.	—	—	—	On 28th inst., at 4 P.M.
AUSTRALIAN PORTS	ROSETTA MARU	Jap. str.	—	—	—	On or about 14th July.
AUSTRALIAN PORTS	TAIWAN	Jap. str.	—	—	—	On 19th inst., at Daylight.
YOKOHAMA & KOBE	MARIA VALERIE	Jap. str.	—	—	—	On 21st inst., at Noon.
KOBE & YOKOHAMA	SADO MARU	Jap. str.	—	—	—	On 21st inst., at Noon.
YAWATA MARU	YAWATA MARU	Jap. str.	—	—	—	On or about 30th inst.
KAGOSHIMA MARU	KAGOSHIMA MARU	Jap. str.	—	—	—	To-day.
NANCHANG	NANCHANG	Jap. str.	—	—	—	To-day, at 5 P.M.
WOOSUNG	WOOSUNG	Brit. str.	—	—	—	To-day, at 4 P.M.
FLANDRIA	FLANDRIA	Brit. str.	—	—	—	On or about 18th inst.
SHANGHAI	SHANGHAI	Brit. str.	—	—	—	On 21st inst.
SHANGHAI & JAPAN	SHANGHAI	Brit. str.	—	—	—	On or about 21st inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SHANGHAI	Brit. str.	—	—	—	On 28th inst.
SHANGHAI	SHANGHAI	Brit. str.	—	—	—	On 19th inst., at Daylight.
SHANGHAI	SHANGHAI	Brit. str.	—	—	—	On 19th inst.
SWATOW & AMOY	SWATOW	Brit. str.	—	—	—	To-day, at 10 A.M.
SWATOW & AMOY	SWATOW	Brit. str.	—	—	—	To-day, at Noon.
SWATOW & AMOY	SWATOW	Brit. str.	—	—	—	To-morrow, at 3 P.M.
HAIPHONG	HAIPHONG	Brit. str.	—	—	—	On or about 14th July.
MANILA	MANILA	Brit. str.	—	—	—	To-morrow, at 3 P.M.
MANILA	MANILA	Brit. str.	—	—	—	On 21st inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	SINGAPORE	Brit. str.	—	—	—	On 21st inst., at Noon.
BOMBAY, VIA SINGAPORE & COLOMBO	BOMBAY	Brit. str.	—	—	—	On 21st inst., at Noon.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
SACHSEN	THURSDAY, 27th June.
KIAUTSCHOU (Hamburg-Amerika Linie)	THURSDAY, 11th July.
BAYERN	THURSDAY, 25th July.
STUTTGART	THURSDAY, 8th August.
KONIG ALBERT	THURSDAY, 22nd August.
PRINZESS IRENE	THURSDAY, 5th September.
PRINZ HEINRICH	THURSDAY, 19th September.
PREUSSEN	WEDNESDAY, 2nd October.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY, 16th October.
SACHSEN	WEDNESDAY, 30th October.
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY, 13th November.
BAYERN	WEDNESDAY, 27th November.

ON THURSDAY, the 27th day of June, 1901, at Noon, the Steamship "SACHSEN," of the NORDDEUTSCHER LLOYD, Captain H. Süpmer, with MAILS, PASSENGERS, CARGO, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on TUESDAY, the 25th June, Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 26th June, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 25th June. Contents of Packages are required. No Parcel Receipts will be issued for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 14th June, 1901.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Tons	Captain	Proposed Sailing
DUKE OF FIFE	3,821	J. S. Cox	June 28th
OLYMPIA	2,837	J. Truebridge	July 18th
GLENOCLE	3,750	W. Frakes	July 26th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG to LONDON, 252.

Excellent accommodation. First-class Table. Doctor and STEWARDESS carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG to NEW YORK, 248.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma. Dining Car is attached to trans-continental trains day and night. Tacoma to New York in 4 days. Magnificent Scenery of the Rocky and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG to VICTORIA AND TACOMA, 225.

The best route to the KLONDIKE GOLD FIELDS. Frequent sailings from VICTORIA, and TACOMA to DYE and St. MICHAEL.

Rates of Passage to other Ports on application.

A Special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 8th June, 1901.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA, AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY. Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 18 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

"EMPRESS OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 26th June, 1901. "EMPRESS OF JAPAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 17th July, 1901. "EMPRESS OF CHINA" Comdr. E. Archibald, R.N.R. WEDNESDAY, 7th Aug., 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey. They make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS, and the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets at various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY, through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

SPECIAL EXTRA SERVICE.

The Company's Steamers "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA AND JAPAN PORTS and VANCOUVER, as additional sailings, leaving Hongkong as follows:—

"ATHENIAN" 3,882 Tons. Comdr. H. Mowatt. SATURDAY, 15th June, at Daylight. "TARTAR" 4,425 Tons. Comdr. G. D. Bowles, R.N.R. About WEDNESDAY, 10th July.

Taking Cargo and Passengers for all points in CANADA and UNITED STATES. In addition to their excellent Saloon Passenger accommodation, these steamers are especially adapted for 3rd CLASS EUROPEAN PASSENGERS, and usually make the run between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 8th June, 1901.

SHIPPING.

ARRIVALS.

June 12, Loosok, German steamer, 1,020, O. Fuchs, Bangkok 6th June, Rico.—BUTTERFIELD & SWIRE.

June 13, KATSURAMA MARU, Jap. str., 405, K. Hayashi, Chofuo 7th June, General.—CHINESE.

June 13, PROGRESS, German str., 887, P. Brandt, Touron 10th June, Coals and General.—SIEMSEN & CO.

June 13, GLACIOUS, British str., 3,510, Thompson, Singapore 8th June, General.—BUTTERFIELD & SWIRE.

June 13, TAIKANG, British str., 1,544, Bowker, Shanghai 9th June and Swatow 12th, General.—JARDINE, MATHESON & CO.

June 13, BELGIAN KING, British str., 2,170, Chieles, San Diego 28th April and Shimoda 8th June, Coal.—BUTTERFIELD & SWIRE.

June 13, C. H. KIAN, Dutch str., 1,020, M. Giesche, Singapore 6th June and Mohow 12th, General.—CHINESE.

June 13, DAIJI MARU, Jap. str., 342, Sobajima, Tamani 9th June, Amoy 10th and Swatow 12th, General.—M. B. KAISHA.

June 13, HIRAKO, British str., 1,040, Murray, Crockett, Swatow 12th June, General.—JARDINE, MATHESON & CO.

June 13, Oslo, Norw. str., 778, O. Mathiesen, Moji 8th June, Coal.—SANDER, WIELER & CO.

June 13, SHANGHAI, British str., 2,163, E. Spicer, R.N.R., London 4th May and Singapore 6th June, General.—P. & O. S. N. Co.

June 13, A. F. WARD, German str., 611, Lorenzen, Canton 13th June, General.—JENSEN & CO.

June 13, KAIGAN, British str., 1,158, Speed, Canton 13th June, General.—BUTTERFIELD & SWIRE.

June 13, TAISHUN, Amr. str., 1,216, Patterson, Canton 13th June, General.—CHINESE.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.

13th June.

Hoiho, French str., for Hoiho.

Bornida, Italian str., for Singapore.

Sambha, German str., for Yokohama.

Machew, German str., for Swatow.

Loongang, British str., for Manila.

Situno Maru, Japanese str., for Singapore.

Katsuyama Maru, Japanese str., for Canton.

DEPARTURES.

June 13, HAMBURG, German str., for Europe.

June 13, BOMIDA, Italian str., for Bombay.

June 13, LOOKSANG, British str., for Manila.

June 13, HOIHO, French str., for Hoiho.

June 13, MACHW, German str., for Bangkok.

VESSELS IN DOCK.

13th June.

ABERDEEN DOCKS.—U.S.S. Bennington, Burnside, Meade, Union, Iris, Juno, St. Enock, Prometheus, Zaire, Haitan.

COLOMBO DOCK.—Colonics, Simongan, München, Fei Hoo.

SHIPPING REPORTS.

The British steamer Hipsang, from Swatow 12th June, had light wind and fine and clear weather.

The British steamer Glacius, from Liverpool and Singapore 8th June, had light westerly winds and fine weather throughout.

The Dutch steamer C. H. Kian, from Singapore 6th June and Hoiho 12th, had fine and continuance weather during the voyage.

The British steamer Loongang, from Shanghai 9th June and Swatow 12th, had fog with light S.E. wind from Shanghai to Gutiaff. From Swatow to port moderate to variable winds and clear weather.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

CLAYRING, British str., J. Barker.—Dodwell & Co., Ltd.

COMPANIA DE FILIPINA, Amr. str., D. Migus, Orta.—Brandao & Co.

EVIE J. RAY, American barque, Kater.—Sander, WIELER & Co.

MAZZA, British str., Amr.—Standard Oil Co.

WITCH, American ship, Howes.—Master

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES."

Captain Robson, will be despatched for the above port TO-DAY, the 14th inst., at 10 A.M.

For Freight or Passage, apply to DOUGLAS LARPAIK & CO., General Managers.

Hongkong, 13th June, 1901. [1489]

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR HAIPHONG.

THE Company's Steamship

"HALLOONG."

Captain Bathurst, will be despatched for the above port TO-DAY, the 14th inst., at Noon.

For Freight or Passage, apply to DOUGLAS LARPAIK & CO., General Managers.

Hongkong, 12th June, 1901. [1485]

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI.

THE Steamship

"FLANDRIA."

Captain Eichbaum, will be despatched for the above port TO-DAY, the 14th inst., at 5 P.M.

This Steamer has superior accommodation for First Class Passengers.

For Freight or Passage, apply to SIEMSEN & CO., Agents.

Hongkong, 11th June, 1901. [1478]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"HILLOLEN" 14th June.

"LOWTHER CASTLE" 30th June.

"HUDSON" About 17th July.

"HEATHBURN" "

"JUPITER" "

"SATSUMA" "

* Calling at MANILA.

For Freight and further information, apply to DODWELL & CO., LD., Agents.

Hongkong, 24th May, 1901. [978-1194-988]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING."

Captain J. G. Spence, will be despatched for the above ports TO-MORROW, the 15th inst., at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON, SONS & CO., Agents.

Hongkong, 13th June, 1901. [1464]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"DIAMANTE."

Captain A. Ramsay, will be despatched for the above ports TO-MORROW, the 15th inst., at 3 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN TOMES & CO., General Managers.

Hongkong, 13th June, 1901. [1477]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship

"DAIGI MARU."

Captain K. Sobajima, will be despatched for the above ports on SUNDAY, the 16th inst.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 10th June, 1901. [17]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

KAGOSHIMA MARU MOJI, KOBE and YOKOHAMA. TUESDAY, 18th June, at Noon.

K. Kori KOBE and YOKOHAMA. FRIDAY, 21st June, at Daylight.

SADO MARU NAGASAKI, KOBE and YOKO. FRIDAY, 21st June, at Noon.

YAWATA MARU HAMA. FRIDAY, 21st June, at Noon.

MIKE MARU BOMBAY, VIA SINGAPORE and COLOMBO. FRIDAY, 21st June, at Noon.

M. Yagi MARSEILLES, LONDON and ANTWERP, VI SINGAPORE, PENANG, COLOMBO & PORT SAID. FRIDAY, 28th June, at Daylight.

HITACHI MARU SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE. FRIDAY, 28th June, at 4 P.M.

ROSETTA MARU SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE. FRIDAY, 28th June, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager. [13]

Hongkong, 3rd June, 1901.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

SHANGHAI AND SHANGHAI 4 P.M., 14

VESSELS ON THE BERTH. OCEAN STEAMSHIP COMPANY.

OUTWARDS.		
FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL.	"ALCINOUS"	On 15th June.
GLASGOW and LIVERPOOL.	"IXION"	On 30th June.
GLASGOW and LIVERPOOL.	"PELEUS"	On 29th June.
HOMEWARDS.		
FOR	STEAMERS	TO SAIL
LONDON	"MACHAON"	On 25th June.
LONDON	"PROMETHEUS"	On 15th July.
LONDON	"ALCINOUS"	On 23rd July.
LIVERPOOL DIRECT	"GLAUCUS"	About 15th July.

(Taking Cargo at London Rates)

S.S. "GLAUCUS" from GLASGOW and LIVERPOOL, has arrived, and will leave for SHANGHAI on the 16th inst.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 13th June, 1901.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WOOSUNG"	On 14th June.
SHANGHAI	"WHAMPOA"	On 21st June.
TIEN-TSIN	"NANCHANG"	On or about 30th June.
MANILA	"TAIWAN"	On or about 14th July.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.		

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 13th June, 1901.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTES FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE, AND YOKOHAMA.

THE Company's Steamship

"SALAZIE,"
Captain Girard, will be despatched for the above ports on or about SUNDAY NEXT, the 10th inst.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 11th June, 1901.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTES FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 17th June, 1901, at 1 P.M., the Company's Steamship "NATAL," Captain Boris, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via COLOMBO.

This Steamer connects at COLOMBO with the S.S. "Armand Bebe," which vessel takes on her Passengers and Mails leaving that port on the 29th instant direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 18th June. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 4th June, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with OREGON RAILROAD AND NAVIGATION COMPANY.

Operating the New First Class Steamships "INDRAVELLI," "INDRAURA," "KNIGHT COMPANION,"

between HONGKONG and PORTLAND (OR.), calling at SHANGHAI, NAGASAKI, MOJI, KOBE and YOKOHAMA.

THE Steamship

"INDRAVELLI" will be despatched for Portland (Or.) on TUESDAY, the 18th June, 1901.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports.

For through rates of Freight and further information, communicate with or apply to

ALAN CAMERON,
General Agent,
or to
SHEWAN, TOMES & CO.

Hongkong, 24th May, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING (via SWATOW AND AMOY).

THE Company's Steamship

"MAIDZURU MARU,"
Captain K. Sudaiki, will be despatched for the above ports on WEDNESDAY, the 26th June.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 13th June, 1901.

TOYO KISEN KAISHA. TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.		
STEAMERS	TO SAIL	
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	THURSDAY, July 4, 1901, at Noon.	
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	TUESDAY, July 30, 1901, at Noon.	
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	SATURDAY, Aug. 24, 1901, at DAYLIGHT.	

THE Twin-Screw Steamship

"AMERICA MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 4th July, 1901, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point on route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines. Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 12th June, 1901.

FOR NEW YORK.

THE 3/3 A II American ship

"L. SCHEPP" will load for the above port, and will have quick despatch.

For Freight, apply to
CARLOWITZ & CO.

Hongkong, 3rd June, 1901.

VESSELS ON THE BERTH. U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.		
STEAMERS	TO SAIL	
"PERU"	TUESDAY, 18th June, at Noon.	
"COPTIC"	THURSDAY, 27th June, at Noon.	
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.	
"GAILIC"	TUESDAY, 23rd July, at Noon.	
"CHINA"	TUESDAY, 6th Aug., at Noon.	
"DORIC"	THURSDAY, 15th Aug., at Noon.	

THE P. M. S. S. Co.'s Steamship "PERU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA, and HONOLULU on TUESDAY, the 18th June, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point on route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines. Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEO. ECKLEY,
ACTING AGENT.

Hongkong, 3rd June, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FUME AND TRIESTE.

(Taking Cargo at through rates to the BRAZIL, SOUTH AFRICA, MADRAS, RED SEA, BLACK SEA, LEBANT, VENICE and ADRIATIC PORTS)

THE Company's Steamship

"INDIA,"
Captain Ghezzi, will be despatched as above on TUESDAY, the 18th inst., P.M., instead of as previously advertised.

For information as to Freight, apply to
SANDER, WIELER & CO.,
Agents.

Hongkong, 8th June, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR POCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"
Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 19th June, at DAYLIGHT.

For Freight or Passage, apply to
"THE MITSUI BUSSAN KAISHA,"
Agents.

Hongkong, 6th June, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

P. E. MOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"PARRAMATTA,"
Captain R. T. Cook, R.N.R., carrying His Majesty's Mails, will be despatched from this port on SATURDAY, the 22nd June, at Noon, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 10th June, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "BELGIAN KING" ... About 20th June.

THE Steamship "BELGIAN KING" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE and YOKOHAMA on or about 20th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 16th May, 1901.

"GLEN" LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship

"GLENARTNEY,"
Captain Warner, will be despatched as above on or about the 20th June, 1901.

For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Agents.

Hongkong, 18th May, 1901.

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUBZ CANAL.

THE Steamship

"ARARA,"
Captain Williamson, will be despatched for the above port on or about 14th August, 1901.

For Freight, apply to
SHEWAN TOMES & CO.,
Agents.

Hongkong, 13th June, 1901.

VESSELS ON THE BERTH.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"MARIA VALERIE,"
Captain Berchovich, will leave for the above places on WEDNESDAY, the 19th inst., P.M.

For Freight or Passage, apply to
SANDER, WIELER & CO.,
Agents.

Hongkong, 12th June, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE,"
Captain St. John George, will be despatched for the above ports on THURSDAY, the 27th inst., at Noon.

This well-known Steamer is specially fitted for Passengers and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 11th June, 1901.

"GLEN" LINE OF STEAMERS.

FOR LONDON.

THE Company's Steamship

"GLENGARRY,"
Captain J. S. Stevenson, will be despatched as above on the 28th June.

For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Agents.

Hongkong, 30th May, 1901.

THE UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRANI" will be despatched for the above port on or about 10th July, 1901.

For Freight, apply to
JARDINE, MATHESON & CO.,
Agents.

Hongkong, 14th June, 1901.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA in connection with the CHINA STRAITS NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.

Hongkong, 4th August, 1897.

HONGKONG STEAMERS.

Apenrade, German str., 611, Lorenzen, June 9, 1901.

Athenian, British str., 2,444, Mowatt, April 8, C. P. R. Co.

Belgian King, British str., 2,170, Chieles, June 13, Butterfield & Swire.

Burnside, Amer. str., 1,400, Laffin, April 14, U.S. Government.

Cheong Hock Kien, Dutch str., 1,020, Giesche, June 13, Chinese.

Chowfa, Ger. str., 1,155, Musang, June 11, Butterfield & Swire.

Cham, German steamer, 375, Hansen, June 12, Jensen & Co.

Daji Maru, Jap. str., 845, Sobajima, June 13, Mitsui Bussan Kaisha.

Diamante, British str., 1,225, Ramsay, June 10, Shewan, Tomes & Co.

Flaudria, German str., 2,098, Drews, June 10, Siemens & Co.

Glaucus, British str., 3,591, Thompson, June 13, Butterfield & Swire.

Hallong, British str., 783, Bathurst, June 11, Douglas Lapsrak & Co.

Hippang, British str., 1,040, Crockett, June 13, Jardine, Matheson & Co.

Iohang, British str., 1,240, Jones, June 5, Butterfield & Swire.

Indravelli, British str., 3,153, Craven, June 10, Shewan, Tomes & Co.

Kalgas, British steamer, 1,123, Speed, June 10, Butterfield & Swire.

Katsuyama Maru, Jap. str., 405, Hayashi, June 13, Chinese.

Kyoto Maru, Jap. str., 1,539, Sakurai, June 12, Order.

Lightning, British str., 2,122, Spence, June 10, David Sassoon, Sons & Co.

Loosot, German str., 1,920, Fuels, June 12, Butterfield & Swire.

Machoff, British str., 1,332, Clegg, June 12, Dodwell & Co., Limited.

Mancion, German str., 4,691, Krebs, May 28, Melchers & Co.

Oak Branch, British str., 2,064, Schell, June 12, Dodwell & Co., Limited.

Obi, British steamer, 1,931, Pinkham, June 11, M. B. Kaisha.

Oso, Norwegian str., 773, Mathieson, June 13, Sander, Wierler & Co.

Peru, Amer. str., 3,528, Pillsbury, June 10, P. M. S. S. Co.

Phraung, German str., 1,021, Calder, June 8, Melchers & Co.

Prometheus, British str., 5,570, Day, May 28, Butterfield & Swire.

Progress, German str., 687, Brandt, June 13, Siemens & Co.

Rhipans, Dutch steamer, 2,250, Day, June 7, Butterfield & Swire.

Sambila, German str., 3,556, Schmidt, June 12, Siemens & Co.

Sandakan, Ger. str., 1,374, Brandstetter, June 6, Melchers & Co.

Shanghai, British str., 2,163, Spicer, June 13, P. & O. S. N. Co.

Shimada Maru, Jap. str., 3,960, Cork, June 12, Nippon Yusen Kaisha.

Simongau, Dutch str., 1,818, Sandman, April 18, Chinese.

Taifa, German str., 1,035, Schipper, June 9, Meyer & Co.

Tuisanz, British str., 1,544, Bowker, June 13, Jardine, Matheson & Co.

Taishan, Amer. str., 1,216, Patterson, June 8, Chinese.

Tetartios, German str., 1,578, Donce, June 11, Siemens & Co.

Thales, British steamer, 838, Robson, June 12, Douglas Lapsrak & Co.

Trym, Norwegian str., 710, Dale, June 10, A. R. Marly.

Wittenburg, Ger. str., 3,679, Hempel, June 12, Carlowitz & Co.

Woosung, British str., 1,105, Dowson, June 3, Butterfield & Swire.

SAILING VESSELS.

Celest Burill, British ship, 1,764, Jeffry, May 29, Order.

Ernie J. Ray, Amer. barque, 958, Kater, May 24, Sander, Wierler & Co.

M. de Villars, French bark, 1,171, Rional, May 31, E. A. Trading Co., Limited.

Sea Witch, Amer. ship, 1,172, Howes, Feb. 21, Master.

Sussex, British bark, 1,212, Guthrie, May 17, Master.

Vale of Doon, British bk., 717, Peterson, May 23, Sander, Wierler & Co.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. C. G. F. M. Craddock, at Taku.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. E. D. Hunt, at Shanghai.

Arethusa, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Captain J. Startin, Woosung.

Argonaut, battleship, 11,000 tons, 16 guns, Capt. G. H. Cherry, R.N., at Chinkiang.

Astraea, cruiser, 4,300 tons, 10 guns, 3,000 h.p., Captain C. J. Baker, at Shanghai.

Aurora, cruiser, 5,600 tons, 12 guns, 5,500 h.p., Capt. E. H. Barry, C.B., at Woosung.

Barfleur, battleship, 10,500 tons, 14 guns, 13,000 h.p., Capt. G. J. S. Warrender, at Weihaiwei.

Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. P. H. Henderson, C.M.G., at Woosung.

Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. M. Leake, at Wuhu.

Briak, cruiser, 6 guns, 5,800 h.p., Comdr. Sir B. R. S. Wrey, Bart., at Hankow.

Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. E. A. Baird, at Weihaiwei.

Centurion, flagship, 10,500 tons, 14 guns, 13,000 h.p., Capt. J. R. Jellicoe, C.B., at Taku.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Comdr. Wm. C. Pakenham, at Hongkong.

Dido, cruiser, 2nd class, 5,600 tons, 11 guns, 9,600 h.p., Capt. P. F. Tiliard, at Woosung.

Endymion, cruiser, 7,350 tons, 12 guns, 10,000 h.p., Captain A. W. Paget, C.M.G., at Hongkong.

Esik, gunboat, 363 tons, 3 guns, 200 h.p., Lieut.-Comdr. W. F. Blunt, at Shanghai.

Fame, torpedo-boat destroyer, 360 tons, 6 guns, 5,700 h.p., in reserve, at Hongkong.

Firebrand, gunboat, 455 tons, 4 guns, 360 h.p., Lieut.-Comdr. C. P. Beatty Powell, at Canton.

Glory, battleship, 12,950 tons, Captain Frederick S. Ingfield, at Yokohama.

Goliah, battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. Lewis E. Wintz, at Nanking.

Handy, torpedo-boat destroyer, 200 tons, 8 guns, 4,000 h.p., Lieut.-Comdr. G. C. Hardy, at Shanghai.

Hart, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve, at Hongkong.

Hermione, cruiser, 4,300 tons, 10 guns, 9,000 h.p., Capt. R. S. D. Cumming, at Shanghai.

Humber, storeship, 1,640 tons, Comdr. H. J. Dawson, at Hongkong.

Isis, cruiser, 2nd class, 5,650 tons, 11 guns, 9,600 h.p., Capt. Charles Windham, at Shanghai.

Janus, torpedo-boat destroyer, in reserve, at Hongkong.

Kinshira, river gunboat, Lieut.-Comdr. G. B. Powell, on Yangtze.

Lizard, gunboat, 715 tons, 6 guns, 1,000 h.p., Lieut. John C. Watson, at Amoy.

Ocean, battleship, Hon. A. G. Curzon, Howe, at Weihaiwei.

Orlando, cruiser, 5,300 tons, 12 guns, 8,500 h.p., Capt. J. H. T. Burke, C.B., at Woosung.

Otter, torpedo-boat destroyer, Lieut.-Comdr. C. P. Mansel, at Weihaiwei.

Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, at Tongkiao.

Pigmy, gunboat, 755 tons, 8 guns, 1,200 h.p., Lieut.-Com. A. H. Oldham, at Singapore.

Pique, cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, at Weihaiwei.

Plover, gunboat, 453 tons, 0 guns, 1,200 h.p., Lieut.-Comdr. Cowper, at Kinkiang.

Redpole, gunboat, 855 tons, 6 guns, 720 h.p., Lieut.-Comdr. Chas. F. Corbett, Kinkiang.

Robin, river gunboat, 35 tons, 2 guns, 240 h.p., Lieut.-Comdr. Godfrey G. Webster, West River.

Rosario, sloop, 980 tons, 6 guns, 1,400 h.p., Comdr. A. W. Hamilton, at Singapore.

Sandipens, river gunboat, 75 tons, 2 guns, 240 h.p., Lieut.-Comdr. Carr, on West River.

Snipe, river gunboat, 35 tons, 2 guns, 240 h.p., Lieut.-Comdr. R. W. Dalgety, at Shanghai.

Swift, gun-vessel, 750 tons, 6 guns, 870 h.p., in reserve, at Hongkong.

Taku, torpedo-boat destroyer, 250 tons, in reserve, at Hongkong.

Talbot, cruiser, 5,600 tons, Capt. F. G. Stop

